Sanitized Copy Approved for Release 2011/02/04: CIA-RDP80-00809A000600010098-9 CLASSIFICATION FIF SECRET/SECURITY INFORMATION 50X1-HUM CENTRAL INTELLIGENCE AGENCY REPORT INFORMATION REPORT 15 Nov 51 DATE DISTR. Hungary/USSR COUNTRY NO. OF PAGES SUBJECT Soviet Aircraft Engines NO. OF ENCLS. PLACE ACQUIRED 50X1-HUM SUPPLEMENT TO DATE ACQUIRED REPORT NO. DATE OF THIS IS UNEVALUATED INFORMATION , cost, as antible. Its teaministics of the target of the tar merapholics fine to a manufacture of this foom is panish take-off, sea level maximum and cruising powers with rpm ı. pf M 11 D and M 11 K engines M 11 K Engines M 11 D Engines Take-off maximum hp: 180
Take-off maximum rpm: 1800 rake-off maximum hp: 125 Take-off maximum rpm: 1600

50X1-HUM Sea level maximum hp: not known Sea level maximum hp: not known Cruising hp: 120 Cruising hp: 80 50X1-HUM / Cruising rpm: 1200 Cruising rpm: 1200 Ratio of propeller to crankshaft: 1:1 2. types of lubricating oils are used with these engines ٦, In spring and fall: MK type In winter: MZS type In summer: MS type type, diameter and number of blades of the propell s 4. 50X1-HUM fitted to those engines M 11 K Engines
Type: VISH; Soviet manufactured M 11 D Engines Type: Soviet menufactured Propeller blades: wood Propeliter blades: wood Number of blades: two Diameter: 1.80 m; automatic Number of blades: two Diameter: two meters; fixed pitch constant speed pitch control 5 M 11 D engines: UT-2 and PO-2 aircraft
M 11 K engines: YAK-18 and KANYA (Fieseler storch) aircraft the ratio of supercharger drive speed to the crankshaft on the 6 ASH-21. Aero engine 50X1-HUM CLASSIFICATION SECRET SECURITY INFORMATION NAVY DISTRIBUTION STATE

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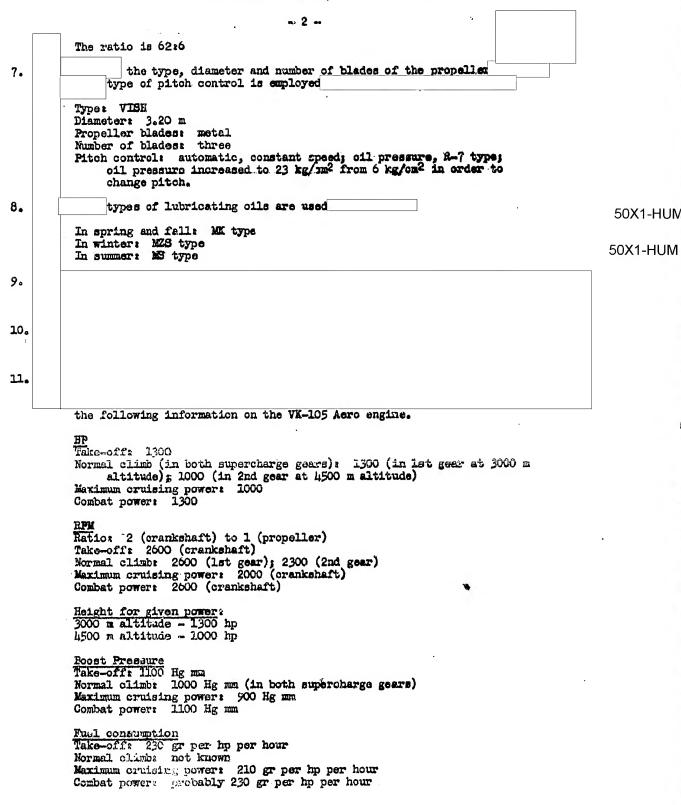
	, en Z es	
	The ratio is 62:6	
•	the type, dismeter and number of blades of the propeller?	
	sile vibes accessed and named of the properties:	50X1-HUM
	Type: VISH	
	Diameter: 3.20 m	
	Propeller blades: metal Number of blades: three	
	Pitch controls automatic, constant speed; oil pressure. R-7 type;	
	oil pressure increased to 23 kg/cm2 from 6 kg/cm2 in order to change pitch.	50X1-HUM
	types of lubricating oils are used	
	In spring and fall: MK type In winter: MZS type	
	In summer: 15 type	
	the fallander deformation on the MP 207 to the	
	the following information on the VK-105 Aero engine.	
	HP Take-off: 1300	
	Mormal climb (in both supercharge gears): 1300 (in lat gear at 3000	=
	altitude); 1000 (in 2nd gear at 4500 m altitude) Meximum cruising power: 1000	
	Combat powers 1300	
	RPM	
	Ratio: 2 (orankshaft) to 1 (propeller)	
	Take-off: 2600 (orankahaft) Formal climb: 2600 (lst gear); 2300 (2nd gear)	
	Maximum cruising powers 2000 (crankshaft)	
	Combat power: 2600 (crankshaft)	
	Height for given power:	
	3000 m altitude - 1300 hp 4500 m altitude - 1000 hp	
	Boost Pressure	
	Take-off: 1100 Hg ma	
	Mormal climb: 1000 kg mm (in both sumarcharge gears)	
	Maximum cruising power: 900 Hg mm Combat power: 1100 Hg mm	
	Fuel consumption	
	Take-off: 230 gr per hp per hour	
	Mormal climbs not known Maximum cruising powers 210 gr per hp per hour	
	Compat powers probably 230 or nor by nor how	

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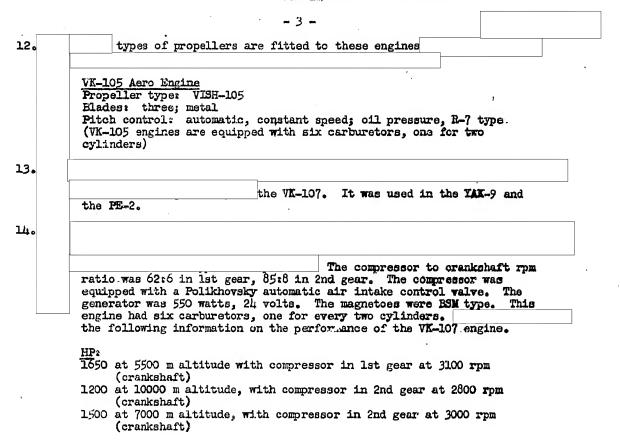
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